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Any subscriber, five new subscribers, accompanied  
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Money may be remitted per mail, at our risk.  
All letters on business connected with this office, must be  
addressed (post paid) to the proprietors.

Professional and Business Cards.

H. L. HOLMES,  
ATTORNEY AT LAW, Wilmington, N. C.  
Office on corner of Front and Princess streets, under  
Journal office.

GEO. W. HOSE,  
CARPENTER AND CONTRACTOR,  
WILMINGTON, N. C.

CO-PARTNERSHIP NOTICE.

C. & D. DU PRE, Wholesale and Retail Druggists  
& Apothecaries, Wilmington, N. C.

MAY 9th, 1853. 38-1f  
C. DU PRE.

S. M. WEST,  
AUCTIONEER and Commission Merchant,  
WILMINGTON, N. C.

p. C. FREEMAN,  
FREEMAN & HOUSTON, WILMINGTON, N. C.

D. C. FREEMAN & CO., NEW YORK,  
MERCHANTS AND FACTORS.

MILES COSTIN,  
COMMISSION Merchant, WILMINGTON, N. C.

E. B. HALL, Esq., President Branch Bank of the State; T. H. WEIGER, Esq., President Bank of Cape Fear; O. PARSEY, Esq., President Commercial Bank—WILMINGTON, N. C.

WM. C. HOWARD,  
GROCER, Ship Chandler, and Commission Merchant,  
South Water Street, WILMINGTON, N. C., will  
make liberal cash advances on all consignments of produce  
then in WILMINGTON, or to Peter Van Ness & Co., New  
York. (21v)

WILMINGTON & ESTATE,  
Cash Dealer in Confectionery, Fruits, Sates, Toys,  
Fancy Articles, Perfumery, Tobacco, Sugars, &c.,  
Wholesale and Retail, Market Street, WILMINGTON, N. C.

J. M. ROBINSON,  
IMPORTER and Dealer in Hardware, Iron, Stoves,  
Nails, &c., Front-street, 3 doors South of Market, WILMINGTON, N. C.

WILLIAM H. LIPPITT,  
Wholesale and Retail Druggist, and Dealer in  
Paints, Oils, Dye Stuffs, Window Glass, Garden Seeds,  
Perfumery, Patent Medicines, &c., corner of Front  
Market-streets, immediately opposite SWAN's old stand, WILMINGTON, N. C.

JOSEPH L. KEEN,  
CONTRACTOR and BUILDER, respectfully informs  
the public, that he is prepared to take contracts in his  
line of business. He keeps constantly on hand, Lime, Cement,  
Plaster, PLASTERING HAIR, Philadelphia Paper BRICK,  
Fire BRICK.

N. B. to Distillers of Turpentine, he is prepared to  
put stills at the shortest notice. (May 20—37-1f)

INSPECTORS NOTICE.

The Subscribers takes this method of informing his friends  
and countrymen that he was elected INSPECTOR OF  
NAVAL STORES at June Court, and would be very thank-  
ful for their patronage, promising to transact business with  
fidelity and to the best of his ability.

JULY 1, 1853. (43-1f)

INSPECTOR'S NOTICE.

The Subscribers received the appointment of Inspector  
of NAVAL STORES, and solicits business from those  
having it in his line. JAMES L. BRYAN.

JOHN 7, 1853. 208-1w—37-1f

# THE WILMINGTON JOURNAL.

WILMINGTON, N. C., FRIDAY, AUG. 26, 1853.

Daily paper one year. \$6.00 Invariably in advance.

Weekly 2.50 in advance.

## The Policy of the Administration.

It is, we think, somewhat amusing to notice the

very violent attacks which have been made upon

what is called the policy of the Administration, or

of President Pierce. The fun of the thing is, that

these attacks are avowedly grounded upon just no-

thing, and are made wholly in advance of any offi-

cial communication to Congress—the only proper

body to receive such communications. Would it not

be nearly as well to await such official announce-

ment, and know something, at least, of what is to be

—rather than to be building up men of straw for the

more purpose of knocking them over with the greater

facility? The tone of the Inaugural Address was

approved by almost everybody, and gave certainly

as much satisfaction as any similar effort had given,

while the policy it indicated, so far as it went, or,

indeed, as it was proper to go upon such an occasion,

was in accordance with the feelings of the American

mind. Since that time the heads of Departments have

been actively engaged in their efforts to give efficiency

to the different branches of the public service over

which they preside, in accordance with existing

laws, and, no doubt, in perfecting recommendations

for removing abuses or supplying deficiencies which

may present themselves. So far, then, as public

policy is concerned, it is hard to see what more could

have been done or expected. President Pierce is a

man who keeps his own counsel, and gives, in ad-

vance, the guarantee of his known principles and

practice, without committing the secrets of his fu-

ture action to every inquiring newspaper correspon-

dent; and, in so doing, he acts properly and in ac-

cordance with the dignity of the position to which

the people have called him. So far, we think, all

denunciations are premature and uncalled for. The

Executive, in the recess of Congress, is charged

simply with the efficient execution of the laws and

the conduct of the foreign relations of the country.

This it has done. During the session of Congress,

as a co-ordinate branch of the Federal Government,

the President is required to make such recommendations

to that body as may seem to him right and

proper, and for the advantage of the public service.

This department of his duty he will no doubt dis-

charge faithfully and prudently. Nothing certainly

has transpired calculated to shake the confidence

we ourselves enjoy, and our sympathy with

those suffering under such a terrible visitation as

the yellow fever has this season proved itself.

If two or three of our influential citizens were to

devote a few hours to going around and seeing our

people, we know that they would cheerfully con-

tribute. We make this suggestion more particu-

larly to our Commissioners.—*Daily Journal*, 24th.

The following note, covering a check for fifty

dollars, was handed to us this morning. We take

the liberty of publishing it, hoping that Mr. Dicki-

nson, who has shown himself so liberal of his means

in a good cause, will excuse the use we make of his

name and example for the promotion of the same:

GENTLEMEN—I observe you are soliciting subscrip-

tions for the relief of the sufferers at New Orleans.

Will you allow me to add my good wishes to that

praiseworthy undertaking, and receive the enclosed

check in aid of it.

Yours, very truly, P. K. DICKINSON.

Wilmington, 25th August, 1853.

We know that Mr. Dickinson, as well as Doc-

Wright, would much prefer making his contribu-

tion silently and quietly, but we want to get this

matter started. There is plenty of disposition and

spirit among our people, when aroused, and in order

to do so, we wish to keep the matter before them, to

call their attention to it, and excite their interest in

it. We know no more direct means of doing so than

by showing that a beginning has been made, and in

the proper spirit, and by citizens in whose character

and discretion all have confidence.

Just as we had finished the above, we received the

following from one of our most worthy and enter-

prising young merchants. We take the same libe-

rty that we have done in other cases, hoping that the

writer will excuse us upon the same grounds:

WILMINGTON, N. C., 25th Aug. 1853.

GENTLEMEN—I take pleasure in transmitting you

the enclosed check for the relief of the suffering in

New Orleans.

Very respectfully, J. H. FLANNER.

Daily Journal, 25th inst.

The note covers a check for \$50.

Washington, Aug. 21.—The Spanish steamer

*Calderon de la Barca*, so long Spanish

Minister at Washington, has been appointed Minis-

ter of Foreign Affairs in the Spanish Government.

No doubt his presence will prevent any difficulty about the reception of Mr. Soule, with whom he is

personally acquainted. M. Calderon has always

been highly popular in this country, where he mar-

ried, his wife being a Scotch lady by birth, but con-

nected with many American families.

AWFUL SCANDALIZED.—Friend BRYAN, of the

Yankeetown Carolinian, writes home to his paper in

despair. Has been to Saratoga, and his eyes have

been held the style of waltzing there practised, and

which he denominates hugging, and he declaims against its demoralizing effects. Perhaps he is right.

It is no doubt pleasant, but wrong; and what pleasure

is there that don't derive spice and piquancy

from a slight suspicion of wickedness? Such is human nature. The dress, too, at fashionable water-

ing places is rather low in the neck. But as old

PRENTICE, of the Louisville Journal, said about the

Bloomer costume, "He always liked the ladies, and as he was getting old wanted to see as much of them

as he could before he died," an object which fasci-

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# THE WILMINGTON JOURNAL.

WILMINGTON, N. C., MONDAY, AUGUST 22, 1853.

Authorized Agents for the Journal.  
JAMES M. REDMOND, Tarboro, Edgecombe co., N. C.  
JOHN JOHNSON, Clinton, Sampson county.  
JOSEPH R. KEMM, Bladen county.  
JAMES H. MEREDITH, Gravelly Hill, Bladen co.  
E. BARNES, Black Creek, Wayne county.  
LEWIS JONES, Pink Hill P. O., Lenoir county.

## Railroad Accidents.

We who sit at home propose a great many wise remedies and preventatives for the railroad and steamboat murders so frequent upon the roads and rivers of the North and West, and we declaim most eloquently against the reckless speed and spirit of racing which are believed to lead to such deplorable results, but for all that, we will venture to say that nine-tenths of us when we go from home, will, in all cases, take the fast, very fastest line that can be got, in preference to all others, and will feel pleased in direct proportion to the "time" made. Of this nobody can doubt for a moment, who will take the trouble of listening to the conversation of a crowd of travellers. Rapidity, running "like smoke" is always a matter of praise, and slow or moderate running of condemnation. While this is the case, and it always will be, safety must be sought in such appliances and regulations, as will enable rapid running to be done without risk, and not in any futile attempt at returning to a slower rate, which the tendency of things must render impracticable. Telegraphic communications along single tracks, and double tracks on all main lines, that at all justify the expense, active and efficient watchmen at all points of danger, and, above all things, the avoidance of curves on every new road and their removal on every old one, are among the measures which suggest themselves. Roads, too, should be fenced in, so as not to be at the mercy of every suicidal cow that may choose to sweep death on the track and throw the cars off, as one did, on a Northern road a week or two since, causing several deaths.

The matter of curves is beginning to attract the attention which it deserves, as a fruitful source of danger; for half the accidents, if not more, occur when coming round short curves. In the power of a road for the transaction of business, also, curves are as important an item as grades, though account has only been made of the latter, and the impingement of the rails and rolling stock is immeasurably greater, causing an immense deterioration of both. We were struck by the extreme frequency of short turns on the Central Road. It seems to us, that, at every point where we saw it from the stage, it is making a sharp turn, and often upon the top of an embankment. We are not certain as to the extent to which this feature might have been avoided, but it is evident that a road so laid out—perhaps unavoidably—cannot hope to compete in speed, safety or cheapness of maintenance with the straight, level lines running along the seaboard, as our down this way do. If, instead of being over sixty miles shorter, our line by the Wilmington and Raleigh and Wilmington and Manchester Railroads was as many longer than the upper route, it could, on account of its superior grade and comparative freedom from curves, still carry through passengers quicker, cheaper, and safer than any rival.

The construction and regulations of roads must be brought up to the standard of speed, for it is next to impossible to bring the speed down. The Company that tries to do so will find all the travel leaving their line to go by its break-neck rival, and among the first to go would be those quiet people, who, when at home, declaim against reckless running.

## New Orleans.

This devoted city, with a population reduced to not more than fifty or sixty thousand, presents scenes of woe and instances of heroic self-devotion almost unparalleled in the history of epidemics. The details as given in the papers of the city are harrowing beyond all conception. The deaths chiefly occur among strangers, most of them poor emigrants or laborers, without even the means of precaution to avoid the pestilence, or the power to employ medical assistance or proper nursing—young men from other States, seeking, in the spirit of enterprise characteristic of our people, the chances of advancement in life, and dying far away from kindred and home—mothers attempting to nurse their young babes, while the black vomit streams from their own mouths—fathers laboring all day to support their helpless families and going home at night to die and to leave the loved ones desolate and destitute, all present pictures of sorrow too deep for imagination to conjure up.

And, moving among these scenes like angels of mercy, or rather, simply like what they are—brave, true-hearted and devoted men—are the members of the Howard Association, by the bed of sickness, in the home of destitution and misery, at the risk of their own lives, which perish day by day, they more than realize the character of the good Samaritan. And woman, too, is found upon her mission of mercy, in the persons of the Sisters of Charity—that gentle and devoted order whose heroic ministrations might put to shame the boasted courage of man, and more than half redeem all that is attributed of wrong to the Orders instituted by the Roman Church.

These associations are without funds to carry out their benevolent designs, and solicit aid from all quarters. Ought not the people of Wilmington, to whose doors this matter has been brought home, by the death of Mr. RUGGLES, to take some action in this direction? We want to see what may be done.

We are somewhat inclined to doubt the truth of the statement that the people of Iowa use Shanghai chickens to plough with, and have even some misgivings about the one that a gentleman is said to have broke to the saddle; the chickens possess an advantage over the horse, in being provided with spurs, whereas the latter have to be spurred by the rider. The new style of chickens raised from egg-plants, are not so successful.

That was an effectual cure for corns which the saw-mill applied to a man in Maine last week. It cut off his toes.

We started that report going the rounds of the papers, that there is an editor in North Carolina with seven bullets in his body, received in duels and street encounters? We know that most of the fraternity are pretty hard run to live, but we had not heard of any being driven to adopt a lead diet.

GODEY FOR SEPTEMBER is on our table, a full number and we presume good, although the illustrations are not very striking.

Havana Lottery.

The following are the principal Drawn Numbers in the Grand Drawing of 34 August:

No. 4331 \$100,000; 5769, \$50,000; 6817, \$16,000; 13,554, \$8,000; 4895, \$4,000; Nos. 8281, 10,612, \$2,000; Nos. 927, 952, 2073, 6171, each \$1,000; Nos. 1, 16, 566, 1472, 1622, 1856, 1886, 2274, 2375, 2515, 2827, 2951, 3144, 3581, 4033, 4615, 5134, 5342, 5771, 6777, 6080, 6633, 7851, 8042, 8476, 8567, 8725, 8828, 8870, 9289, 9303, 9422, 9629, 9652, 11,459, 11,885, 11,939, 12,972, 13,085, 13,177, 15,009, 15,257, 15,319, 15,395, 15,443, 16,446, 16,946, 17,622, 17,841, 18,048, 18,069, 18,142, 18,980, 19,022, 19,443, 19,478, 19,488, 19,502, each \$400.

## Suppose They Do Fight?

Nobody knows yet what may be the upshot of things on the European continent, and very few, on this side of the Atlantic, are sufficiently posted to make even a tolerably accurate guess. One thing only appears to be conceded, and that is that the felicitations upon the certainty of peace, founded upon a supposed settlement of the Turkish and Russian difficulties, have been premature and that Russia has neither conceded nor conceded anything to the Western powers, and that they in turn, having temporized to the verge of meanness, seem determined to take their stand and run all the risks attendant upon the step. Such, we repeat, seems to be the state of the case, as given by the last news from Europe. Now, suppose they fight, the question arises and comes home to ourselves—can we keep out of it? or may we not be forced to take a part against our will? Who can foretell the course of England and France? Who can say what oppressive or arbitrary interpretation they may not give to the international code, as respects neutrals.

In the confidence of irresistible force which the alliance of the two greatest naval armaments in the world would give, it is difficult to foresee the height which arrogant assumption might reach, or improper interference be carried. The war of 1812 for the freedom of the seas, may (for ought we know to the contrary) have to be fought over again; and to meet this threatened emergency, our Navy has not a first class steamer on its list; indeed, but two steamers of any sort worth having—the Mississippi and Powhattan—while the others, as the Princeton, Fulton and San Jacinto, are the merest abortions. Would it not be better, in these times of present peace, but threatened war, to apply some of the surplus millions in the Treasury, to putting the National Marine on a respectable footing, rather than pour it out among the speculators of New York and the West, under cover of building a Pacific Road? Let that Road be built by commerce, and for commerce. Let the Congress do all it fairly can, for it, and it can do much; but at present we think there is full and legitimate need for all the money in the Treasury: When such use ceases, let the collection of money cease to a corresponding extent.

## Fugitive Slave Case.

CINCINNATI, Aug. 18.—A negro named George McQuery, alias Wash, was brought to this city from Piqua yesterday, as a fugitive slave, claimed by Henry Miller, of Kentucky. The negroes of the city gathered in large numbers around the Galt House, where he was guarded, but dispersed on learning that he would have a fair trial. To day he was brought before Judge McLean, of the U. S. court, who, after hearing the evidence, (which by the admission of colored men, and other testimony, proved him to be a slave of Miller's) remanded him to his master.

The decision of Judge McLean is very elaborate, but we are not certain as to the extent to which this feature might have been avoided, but it is evident that a road so laid out—perhaps unavoidably—cannot hope to compete in speed, safety or cheapness of maintenance with the straight, level lines running along the seaboard, as our down this way do. If, instead of being over sixty miles shorter, our line by the Wilmington and Raleigh and Wilmington and Manchester Railroads was as many longer than the upper route, it could, on account of its superior grade and comparative freedom from curves, still carry through passengers quicker, cheaper, and safer than any rival.

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**Awful Ravages of the Yellow Fever in New Orleans—The Dead Burned.**

Dates from New Orleans to the 17th inst., state that "the fever continues to rage frightfully, and owing to the unfavorable weather, is rather on the increase than otherwise. It has now become a matter of difficulty to find workmen to dig the graves, and 125 bodies have been burned this week for want of places of interment." This distress exceeds any thing before witnessed, and the affrighted inhabitants are flying to escape the devouring pestilence. Business is almost entirely stagnated, and many merchants have closed their stores. The number of deaths for the last 48 hours were 445, of which 393 perished from fever. The total for the week sums up 1,632, of which 1,361 were from the fever.

The Howard Association during the last four weeks have ministered to the wants of 3,000 unfortunate, and they expect soon to have under their care 1,000, at a cost of \$10 each. They earnestly appeal to the citizens of the North, and the friends of humanity every where, for aid.

**Sch. E. S. Powell Struck by Lightning—Loss of Life—Three men wounded.**

NEW YORK, August 18.—The schr. E. S. Powell, from Wilmington, N. C., was struck by lightning yesterday off Square Beach, by which a seamstress named Kelly was killed and three others wounded. The vessel was damaged and her cargo set fire.

## Tennessee Election.

LOUISVILLE, Aug. 18.—The official majority for Johnson, democrat, for Governor, is 2,216.—The whigs have elected five members of Congress, the democrats four, with the first district in doubt. The legislature stands on joint ballot, 56 whigs to 44 democrats.

## Arrival of the America.

BOSTON, Aug. 18.—The steamer America, from Halifax, has arrived. Among her passengers is H. G. Sunerby, who is the bearer of the ratification of the treaty of Claims.

The Liverpool Commercial circulars materially disagree as to breadstuffs. Richardson quotes very fine weather since Monday, but says that the prospects of the wheat and potato crop did not indicate an average yield. Pennsylvania white wheat 70.1, 10.1; red 70.1, 6.1; 7.9. 91. Philadelphia flour 27.6, 6d; Ohio 27.5, 27s. 6d; Canal 26.1, 6d. 27. Corn unchanged.

Imports of wheat for the week, 31,000 quarters; of Corn, 16,000 quarters, and of Flour 26,000 bbls; and 5,000 sacks.

McFerry says speculation had entirely ceased, and the market's more active.

Flour had declined 2s. per bbl., and Wheat 3d. per bushel. Corn had an advancing tendency. Lard had advanced 1s. per cwt. Tallow advanced 2s.

## Victims of Railroad Disasters.

To show the necessity of legislative interference to prevent the recurrence of railroad disasters, by simply pointing out the magnitude of the evil, for which the corrective is demanded, the New York Herald has prepared the following table, giving the number of railroad casualties and the killed and wounded during the months of the present year:

Months.	No. of Accidents.	Killed.	Wounded.
January.....	12	25	40
February.....	6	6	11
March.....	14	24	62
April.....	4	25	49
May.....	8	54	49
June.....	5	6	22
July.....	11	8	50
August.....	5	29	22
Total to Aug. 12.....	65	176	333

Sixty-five casualties, a hundred and seventy-six deaths, and three hundred and thirty-three persons injured!

And yet this table does not comprise those numerous casualties which have been wholly or partly owing to the carelessness of the victims. It only contains those disasters which might have been avoided by the proper management of the roads and by the attention of the officials. We leave the above synopsis to preach its own eloquent story, trusting that it will arouse, not managers and directors to a proper performance of their duty to society—that we have no hope—but legislators to devise and enact such coercive measures as shall be sufficient, as far as human wisdom can effect, to protect the community from those terrific daily disasters, which, in their consequence, are hardly less fatal to life and limb than would be the existence of a state of civil war.

**Baltimore American.**

ONE OF WAR.—The Washington Republic, in an article upon the question, "Will there be War?" makes the following statement respecting the financial cost of war to England during a single year. It says:

"In the year 1813, England maintained 140,000 sailors and marines, 237,000 regulars, 371,000 militia, 13,554 yeomen cavalry, adding the Indians and Colonial armies. She had more than a million of men in commission; 90 were ships of the line. The aggregate cost \$22,000,000, including ten per cent advanced to the Continental States." The total war expenses of 1813 was more than five hundred million dollars! Such was the cost of war fought for maintaining the national interests of England, which brought no other acquisition than peace and security.

## States of Congress.

On losses of the weight of half an ounce or under, by the United States and Bremen line of Steamers, heretofore to sail semi-monthly between New York and Bremen, go into effect with the first outgoing Steamer after the 15th of August, 1853.

## PREPARATION OPTIONAL.

Cont.	Costs.		
Bremen.....	10	Lubeck.....	22
Altona.....	21	Mechelburgh-Schwerin.....	22
Amsterdam, (Emp. & Prov. and) 20/22	22	Strelitz.....	22
Frankfort on the Main.....	22	Nassau.....	22
Bavaria.....	22	Oldenburgh.....	12
Cassel.....	22	Prussia, (Kingdom & Prov.)	22
Coburg.....	22	Reus.....	22
Frankfort on the Main.....	22	Saxe-Meiningen.....	22
Gotha.....	22	Saxe-Weimar.....	22
Hamburg.....	15	Saxony, Kingdom of.....	22
Hanover.....	21	Schamburg-Lippe.....	22
Hildesheim.....	22	Schleswig-Holstein, Holstein-Pomerania	22
Kiel.....	22	St. D. Sanderhausen.....	22
Lippe-Deimold.....	22	Wurtemberg, Kingdom of.....	22

A preparation of any sum less than the full rate is not admissible.

Letters, from the United States, must be prepaid to two cents each, and pamphlets and magazines one cent an ounce or fraction of an ounce. This is the United States postage only—the foreign postage having to be paid at the point of delivery.

Letters, from the United States and Bremen, since the whole postage is to be paid at the point of delivery.

Unpaid letters, and newspapers and magazines

above, for any of the following countries, may also be sent

as above, for the same amount.

Italy, (eastern towns of)

Norway, St. Petersburg, or Constadt,

Denmark, Sweden and

Switzerland.

The exact rates to these countries are ascertained, will be given by the Department, and optional to them also.

2d letter to the United States, one cent.

3d letter to the United States, two cents.

4d letter to the United States, three cents.

5d letter to the United States, four cents.

6d letter to the United States, five cents.

7d letter to the United States, six cents.

8d letter to the United States, seven cents.

9d letter to the United States, eight cents.

10d letter to the United States, nine cents.

11d letter to the United States, ten cents.

12d letter to the United States, eleven cents.

13d letter to the United States, twelve cents.

14d letter to the United States, thirteen cents.

15